



# Airport Improvement Program Handbook Change for Vision 100

Status of Changes  
June 21, 2005

# Highlights of Order 5100.38B Status

## Program Guidance Letters

- ☐ Active Items (PGL 04-4)
- ☐ New Items –
  - PDR Pilot (04-5)
  - PDR Pilot (04-6)
  - VALE Program (04-7)
  - Hurricane Funds (05-1)
  - LOC Payment (05-2)

## Handbook Changes

- ☐ Order .38B (5/31/02)
- ☐ Change 1 (1/8/04)
- ☐ Draft Change 2 (5/16)
  - 25 Reauthorization Items
  - Reserves Paragraph 1301

## Order 5100.38B Status

# Paragraph 2 – Authorization of AIP

- ☐ Text Added for Vision 100 Enacted on December 12, 2003
- ☐ PGL 04-1.1 Provides More Detail
- ☐ Sections of Vision 100 or Title 49, United States Code, Described in Later Slides Where No PGL Was Prepared

## Order 5100.38B Status

# Table 3 – Airport Categories

- ❑ Hub Type Now Defined by Sections 225 and 801
- ❑ Large, Medium, Small and Non-Hub Airports Continue with Same Formulae as Prior Administrative Definition
- ❑ Paragraph 23 and Table Show Statutory Citations and Airport Activity Categories
- ❑ General Aviation Airports – Those Left after Defining Commercial Service, Primary, Hub and Reliever Airports
- ❑ Cargo Service Airports – Only Other than Passenger Classification

## Order 5100.38B Status

# Paragraph 25c – Cargo Entitlement

- ☐ Formula Change from Section 147
- ☐ Airports Qualified as Cargo Service Airports Now Share 3.5 Percent of AIP Apportionment Made Available to Them under 49 USC 47114(c)(2)
- ☐ Paragraph 25 No Longer Prohibits Transfer of Cargo Entitlements

## Paragraph 25g – New Considerations in Discretionary Funding

- ❑ Project with High Number Score Usually Not Deferred in Order to Fund Lower Priority Work
- ❑ Work Must Commence during Same Fiscal Year or within Six Months (Whichever Is Later)
- ❑ “Commence Work” Means –
  - Initiation of Effort for Planning or Design Projects
  - Initial Title Search or Preliminary Work for Land Projects
  - Physically Underway for Construction or Noise Implementation Projects
  - Execution of Purchase Contract for Equipment Projects
- ❑ See PGL 04-2.4

## Order 5100.38B Status

# Paragraph 25h – Noise Set-Aside

- ❑ Noise Compatibility Plan and Implementation Projects Now Receive 35 Percent of Discretionary Fund
- ❑ Eligible “Noise” Projects Expanded to Also Include –
  - Air Quality Projects
  - Noise Mitigation in Environmental Finding with No Part 150
  - Compatible Land Use Plan and Projects under Section 160
- ❑ See PGL 04-2.2

## Paragraph 25j – Additional Airports That Are Eligible on Temporary Basis

- ❑ New Non-State Entities That Are Eligible as Sponsors for Certain Funding Include –
  - Republic of the Marshall Islands
  - Federated States of Micronesia
  - Republic of Palau
- ❑ Secretary of Transportation May Make Reimbursable Agreement with Department of Interior for Midway Island Airport
- ❑ See Sections 186 and 188



## Order 5100.38B Status

# Paragraph 26 – Federal Share

- ☐ Pilot Program on Private Ownership is 70 Percent and Other Exceptions Exist Such as Innovative Finance
- ☐ Large and Medium Hubs Are 75 Percent (Except Noise Program Implementation Is 80 Percent)
- ☐ Most Grants 95 Percent (90 Percent after FY 2007)
  - Small Hubs and Smaller Airports
  - System Planning
  - Block Grant Individual Airport Projects Not More Than These Percentages
- ☐ Some Federal Shares Higher Than Above
  - More Airports Affected in Public Land States after FY 2007
  - American Samoa and Northern Mariana Islands Also Higher
- ☐ See PGL 04-1.4 and 04-2.3

## Paragraph 33I – Carryover Duration for Non-Primary Entitlement

- ❑ Non-Hub and Non-Primary Entitlements Remain Available for Four Years
- ❑ Entitlements of Large, Medium and Small Hubs, or States and Alaskan Airports, Remain Available for Three Years
- ❑ Cargo Entitlement Funds Carryover Based on Airport's Above Passenger Categories
- ❑ See PGL 04-2.5

## Order 5100.38B Status

# Paragraph 37 – Entitlement Transfer

- ☐ Non-Primary and Cargo Service Airports May Transfer Entitlements Like Primary Locations Have Done
- ☐ State Apportionments Are Not Transferable
- ☐ See PGL 04-2.7
- ☐ Sponsors of Primary Airports May Use Entitlements for An Airport It Owns in National Plan of Integrated Systems

## Paragraph 207 – Eligible State and Local Government Sponsors

- ☐ Section 160 Has Compatible Land Planning/Projects
- ☐ Potential in Estimated 35 Large or Medium Hub Areas through FY 2007
- ☐ Airport Must Have No Voluntary Part 150 Program or It Has Not Updated Program In Preceding 10 Years
- ☐ Non-Airport Sponsor Has Authority to Plan, Control and Implement Projects
- ☐ Cannot Duplicate or Conflict with Airport and Uses Federal Standards
- ☐ Draft PGL with Special Conditions to Be Assurances

## Paragraph 310a(4) – Reimbursing Costs Incurred Prior to Grant

- ❑ See PGL 04-2.7 and 04-3.2 on Non-Primary Cases
- ❑ Non-Primary Entitlement Now Like Other Entitlements When Costs Incurred after September 1996
- ❑ Four Other Allowable Cases Besides Entitlements
- ❑ Table Deleted Due to Confusing Terminology

## Order 5100.38B Status

# Paragraph 515a – Fuel Farms

- ☐ Installing New Hangars and New Fuel Farms Now May Be Eligible at Non-Primary Airports Using Entitlements under PGL 04-2.7
- ☐ Sponsor Must Make Provisions for Financing Higher Priority Airfield Projects Before Hangars or Fuel Farms
- ☐ Do not Confuse Fuel Farm Conditions with Those for Parking Lots
- ☐ Other Requested Aeronautical Support Facilities – Contact APP-520 for Project Construction, Alteration or Repair Unless New Hangars or New Fuel Farms
- ☐ This Provision Closely Tied to Similar Changes in Paragraph 526 on Hangars

## Paragraph 515b – Utilities under Military Airport Program

- ☐ See PGL 04-2.6
- ☐ MAP Airports May Be Reimbursed for Parking Lots, Fuel Farms, Utilities, Hangars and Air Cargo Facility Costs Incurred in FY 2003-04 Prior to Grant
- ☐ Discretionary Funding for MAP Utilities and Other Development Is Increased to a Limit of \$10 Million Per Airport Per Year in FY 2004-05
- ☐ For FY 2006 and Beyond the Total Amount Reverts to \$7 Million
- ☐ This Provision Closely Tied to Similar Changes in Paragraph 606 on MAP Terminal Buildings and Related Projects

## Paragraph 520f – Non-Hub Airport Pavement Maintenance

- ❑ Non-Hub Airports Have Separate Eligibility for Airfield Pavement Maintenance
- ❑ This Added Eligibility Similar to What Is in AIR-21 for Non-Primary Airports
- ❑ See PGL 04-1.3



## Table 9 – Contract Airport Traffic Control Towers

- ❑ ATCT Primarily in Facilities and Equipment Program
- ❑ Coordinate within ATO before Presenting to Airport
- ❑ Federal Share of Total ATCT Limited to \$1.5 Million
- ❑ Paragraph 563 and Table Show ATC Equipment Eligible as Part of Project
- ❑ AT Letter Required in Project File and Talking Points
  - Airport Is in Contract ATCT Program
  - ATO Will Seek Appropriations for It in Program
  - Sponsor Must Certify Cost Sharing
- ❑ See PGL 03-3.1

## Order 5100.38B Status

# Table 11 – Low Emission Systems

- ☐ Air Quality Projects May Be Mitigation or Stand Alone
- ☐ Paragraph 585 and Table Identify Contact and Project File Documentation Needed to Justify
- ☐ Stand-Alone Projects Must Result in Airport's Receipt of Airport Emission Reduction Credit for Either –
  - Sponsor Compliance Responsibility in 49 USC 47102(3)(F)
  - Voluntary Airport Low Emission Program in 49 USC 47102(3)(L) Funding Equipment or 47102(3)(K) for Facilities
- ☐ See VALE Report
- ☐ See PGL 04-7

## Order 5100.38B Status

# Low Emission Systems (Continued)

- ❑ Equipment Cannot Be Used in Non-Airport Activities or Non-Aeronautical Revenue Producing Areas
  - Special Condition Says Vehicles Must Be Airport Owned and Used at Airport
  - Technology Must Rely on Alternative Fuels (Including Hybrids)
  - Incremental Cost for Low Emission Allowed in Ineligible Vehicles
  - Vehicles Are Ineligible If Not Operated in Close Proximity to Airport
- ❑ Facilities Must Meet Equipment Requirements Except for Alternative Fuels

## Paragraph 593b – Federal Facilities Relocation

- ❑ Relocating Federal Facilities for Approved AIP Grant or Passenger Facility Charge Program Must Provide Facility of Equivalent Size and Type
- ❑ Equivalent Capability May Require Different Features
- ❑ Prorating Costs May Be Necessary
- ❑ Eligibility Now Includes Any Federally Owned Facility Such as Military Facilities
- ❑ See Paragraph 311k on Other Limitations
- ❑ See PGL 04-1.5

## Paragraph 602c – Modification for Explosive Detection System

- ❑ After FY 2003 Only Entitlement Funds May Be Used on Passenger Terminal Building Modification for Explosive Detection Systems
- ❑ FY 2004-05 Appropriations Laws Prohibit AIP Funds for Baggage System, Terminal Building or Other Modifications in Order to Install EDS in Those Years
- ❑ See PGL 04-1.2

## Table 14 – Non-Primary Airport Terminal Development

- ❑ Terminal Buildings Now Eligible at General Aviation Airports under PGL 04-2.7
- ❑ General Aviation and Special Category Table on Terminal Development Separated from That for Commercial Service Airports
- ❑ Non-Revenue Producing Parking Associated with Terminal or Hangar Now Eligible at Non-Primary Airports with No Commercial Service
  - Airport Must Certify Needed Airport Development Project Affecting Safety, Security or Capacity Will Not Be Deferred
  - Do Not Confuse Parking Lot Conditions with Those for Fuel Farms

# Paragraph 614 – Terminal Bond Retirement

- ❑ Section 166 and Similar Prior Provisions Apply to Limited Number of Airports
- ❑ Repayment on Bonds Now Allowed When Carried Out between January 2003 and August 2004 at Non-Hub Primary Airports in MAP

## Chapter 9, Section 3 – Alternative Procurement Methods

- ❑ Section 181 Makes Design-Build Pilot Program Permanent and Adds 49 USC 47142
  - Design Build Theoretically Provides Lower Costs and Higher Quality
  - Consider Information in PGL 01-2.1
- ❑ Design Build Must Be Approved by FAA in Advance and Methods Include –
  - Qualifications Based Selection
  - Competitive Proposal Selection
- ❑ Other Alternatives
  - Construction Manager-At-Risk
  - Task Order Contracting



# Paragraph 1006 – Intergovernmental Project Review

- ❑ Large and Medium Hubs Coordinate Certain Projects More than Prior Guidance –
  - New Airports
  - New Runways
  - Major Runway Extension
- ❑ Metropolitan Planning Organization May Request Airport Layout Plan and Master Planning
- ❑ See PGL 04-2.1 for Special Condition Pending Redesign of Application Form

## Paragraph 1102 – Non-Primary Airport Multi-Year Grants

- ❑ Airport Entitlements May Be Used for Multi-Year Grants
- ❑ Prior Conditions Hold Except Non-Primary Airports Have This Flexibility
- ❑ See PGL 04-2.7